

## **14 Visual**

This chapter presents the results of the DMRB Stage 3 assessment of the potential impacts resulting from the proposed scheme on views experienced by people from buildings, outdoor public areas, local roads and routes used by pedestrians, cyclists and equestrians (collectively referred to as receptors). The assessment has been undertaken following guidance provided by DMRB guidance and Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition (GLVIA3), taking account of the results of scoping and consultation, the details of which are provided in Chapter 7 (Consultation and Scoping). Built receptors are generally scattered throughout the study area, with larger clusters present at Killiecrankie, Aldclune, Blair Atholl, Pitagowan and Calvine. Outdoor receptors including roads and pedestrian or cycle routes are also spread throughout the study area. The existing A9 is a notable feature in many views across Glen Garry as it winds its way along the floor of the glen, although established forestry plantations and mature woodland areas help to provide some screening. The topography of the area generally limits views to within Glen Garry itself, with the rising hills to the north and south helping to screen more distant views.

The design of the proposed scheme was developed through a process involving engineering, environmental and landscape specialists in order to reduce visual impacts and integrate it with the surrounding landscape. As part of the design, landscape mitigation proposals were developed to reduce visual impacts. These include embedded mitigation measures developed through an iterative design process (such as the vertical and horizontal route alignment), grading out of embankment and cutting slopes to blend with existing landforms and new planting to screen the proposed scheme and help further integrate it with the surrounding landscape. The landscape design also considered opportunities to maintain or enhance open views. The effectiveness of the new planting is expected to increase over time as vegetation matures.

Visual impacts would typically occur where a receptor location is close to the proposed scheme or where open views are possible towards it. The impacts would generally be associated with physical aspects of the proposed scheme itself or with traffic. Visual impacts would be limited to some extent by the fact that the existing A9 is already visible from many locations and also due to the screening often provided by the existing built form, landform and vegetation. People at 77 built receptor and 28 outdoor receptor locations are predicted to experience significant visual impacts during construction. People at 74 built receptor and 27 outdoor receptor locations are predicted to experience significant visual impacts in the winter of the year of opening due to loss of existing roadside vegetation and the increased prominence of new road infrastructure (mainly earthworks, bridges and junctions) compared to the existing A9. The majority of the significantly affected receptors would be located around the Essangal Underbridge and Aldclune Grade Separate Junction, Blair Atholl, the Bruar/Calvine Grade Separated Junction, Dalnamein, or on open or higher ground.

By the summer, 15 years after the proposed scheme opening, mitigation planting, mostly in the form of new woodland, is predicted to have reduced the impacts of the scheme such that only 14 built receptors and eight outdoor receptors would be significantly affected.

### **14.1 Introduction**

- 14.1.1 This chapter presents the DMRB Stage 3 assessment of the proposed scheme in relation to the impacts on the visual amenity and views experienced by people from publicly accessible viewpoints and nearby buildings, including residential properties.
- 14.1.2 A separate but inter-related assessment of the effects of the proposed scheme upon the views experienced by travellers on the A9 and journeys made by pedestrians, cyclists, equestrians (referred to hereafter as Non-Motorised Users (NMUs)) on footpaths, cycle routes, and informal access to land and paths is reported in Chapter 9 (People and Communities - All Travellers). A landscape assessment which considers the impacts on the landscape resource is reported in Chapter 13 (Landscape).
- 14.1.3 The chapter is supported by Appendix A14.1 (Built Receptor Assessment) and Appendix A14.2 (Outdoor Receptor Assessment) in addition to the following figures:
- Figure 14.1: Zone of Theoretical Visibility - Existing A9;
  - Figure 14.2: Zone of Theoretical Visibility - Proposed Scheme;
  - Figure 14.3: Visual Impact on Built Receptors;
  - Figure 14.4: Visual Impact on Outdoor Receptors;

- Figure 14.5: Viewpoint Locations; and
  - Figures 14.6 to 14.19 Visualisations.
- 14.1.4 The following figures that accompany Chapter 9 (People and Communities – All Travellers) and Chapter 13 (Landscape) are also of relevance to this chapter:
- Figure 9.1: Existing NMU Routes;
  - Figure 9.2: Potential Impacts on NMU Routes and Proposed Mitigation;
  - Figure 9.3: View from Existing A9;
  - Figure 13.5: Landscape and Ecological Mitigation; and
  - Figure 13.6: Cross Sections.

## **14.2 Approach and Methods**

### **General**

- 14.2.1 The visual assessment was undertaken in accordance with DMRB Interim Advice Note (IAN) 135/10 Landscape and Visual Effects Assessment (The Highways Agency, 2010), with consideration of current best practice methodology included in Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) (the Landscape Institute, 2013). GLVIA3 is more recently published than IAN 135/10 and was taken into account in assigning significance as it provides greater clarity with regard to:
- the interrelationship between susceptibility and value in determining sensitivity to the proposed scheme; and
  - the interrelationship between size or scale, geographical extent of influence, duration and reversibility in determining magnitude of change.
- 14.2.2 A staged approach to the assessment was adopted comprising the following:
- scoping and consultation including agreement of the approach to the assessment and the extent of the study area;
  - baseline assessment – a description of the visual receptors within the study area following desk study and fieldwork;
  - assessment of the value, susceptibility and sensitivity of the visual receptors;
  - description of potential impacts;
  - development of proposed mitigation measures;
  - assessment of temporary residual impacts and their significance during the construction phase; and
  - detailed assessment of residual impacts and their significance during the operational phase (year 1 winter and year 15 summer).
- 14.2.3 The approach to the assessment and design of the landscape mitigation proposals has been informed by the following documents:
- Fitting Landscapes: Securing more Sustainable Landscapes (Transport Scotland, 2014b); and
  - Planning Advice Note (PAN) 1/2013: Environmental Impact Assessment (Scottish Government, 2013).
- 14.2.4 The assessment identifies and assesses the effects of change brought about by the proposed scheme on specific views and on the general visual amenity experienced by people. In accordance with IAN135/10 separate assessments were undertaken for the following scenarios:

- during the construction period, assuming a maximum visibility or maximum perceived change situation (i.e. when construction activity is at its peak for any given view);
- in the winter of the proposed year of opening, taking account of the completion of the proposed scheme and the traffic using it, which represents a maximum impact situation, before any planted mitigation can take full effect); and
- in the summer of the 15<sup>th</sup> year after the proposed year of opening taking account of the completion of the proposed scheme and the traffic using it, which represents a least impact situation, where any planted mitigation measures can be expected to be reasonably effective.

14.2.5 In addition, qualitative commentary has been provided on the likely longer term changes in impact significance beyond 15 years, in recognition that it in many areas the proposed planting is expected to take considerably longer to reach a level of maturity equivalent to that of areas of woodland affected by the proposed scheme.

14.2.6 The approach and methods have been informed by the recommendations made in the A9 Dualling Programme Strategic Environmental Assessment (SEA) Report (Transport Scotland, 2013). In relation to the Visual Assessment, the SEA recommended that opportunities for additional on- and off-site screening to reduce the impact of the proposed scheme are explored and that the existing dramatic landscape experience/narrative should be maintained and, where possible, enhanced.

14.2.7 The approach to the development of mitigation proposals has also been informed by professional judgement and experience, and liaison with other relevant disciplines.

### **Scoping and Consultation**

14.2.8 The principal aim of the scoping and consultation was to enable agreement of the approach to the assessment of the key issues to be addressed by the DMRB Stage 3 assessment.

14.2.9 A scoping report was submitted in July 2016 while consultation has also been undertaken throughout the Stage 2 and 3 assessment process, including with the Environmental Steering Group (ESG). Members of the ESG and consultees of the scoping report with particular relevance to this chapter include SNH, CNPA, HES and PKC. In addition, consultation has been undertaken through the Landscape Forum established for the A9 dualling programme which also includes SNH, PKC, the Highland Council and CNPA. This has included consultation on the approach to assessment, identification of viewpoint locations and a review of aspects of the proposed scheme including proposals for landscape mitigation (including consideration of aspects such as slope gradients and replacement woodland opportunities).

14.2.10 Further information is provided in Chapter 7 (Consultation and Scoping).

### **Study Area**

14.2.11 The study area for the assessment was informed by desk studies and fieldwork in addition to the preparation of visibility mapping for the proposed scheme. A study area comprising a 5km offset from the proposed scheme was considered following professional judgement of the likely impacts, to reflect the area in which the visual amenity of receptors may be affected significantly.

14.2.12 Within this 5km study area, Zones of Theoretical Visibility (ZTVs) have been prepared for the existing A9 and for the proposed scheme, as shown on Figures 14.1 to 14.2. These ZTVs have been produced using a bare-earth Digital Terrain Model (DTM), and as such, illustrate the maximum extent of the area from which the existing A9 and the proposed scheme (including vehicles) may be visible.<sup>1</sup> The ZTVs do not however, take into account screening or filtering of visibility by built features or vegetation, which were identified during subsequent site survey work and taken account of in this assessment.

<sup>1</sup> Target points every 50m along the proposed (using the centre line of the proposed scheme and including side roads) were used to establish visibility. The ZTVs (Figure 14.1 and Figure 14.2) assume an eye level height of 1.75m and add 4.5m to the existing road or proposed scheme, in order to take into account the movement of traffic, including HGVs.

### **Baseline Conditions**

- 14.2.13 The first stage of the assessment is to establish the baseline visual amenity and views against which subsequent change as a result of the proposed scheme can be identified.
- 14.2.14 Baseline conditions are those that exist at the time of desk and site survey, but also take into account future changes that are assumed certain (e.g. a proposed development alongside the existing A9 with planning permission or under construction that would result in changes to existing views or would have views of the proposed scheme), as well as considering likely future changes to the landscape that could affect existing visual amenity (e.g. harvesting and re-stocking of commercial forestry plantations).

### Desk-based Assessment

- 14.2.15 Baseline information was collected through a desk study including review of the following information sources:
- 1:5,000, 1:10,000, 1:25,000 and 1:50,000 Ordnance Survey (OS) maps;
  - Google Earth web-based photography;
  - aerial photography provided by Transport Scotland (BLOM Survey, 2014);
  - Jacobs GIS environmental constraints datasets (obtained through consultation with relevant stakeholders);
  - A9 Dualling Programme. Strategic Environmental Assessment (SEA) Environmental Report (Transport Scotland, 2013);
  - A9 Dualling Programme. Strategic Environmental Assessment (SEA). Environmental Report Addendum. Appendix F – Strategic Landscape Review Report (Transport Scotland, 2014a);
  - Cairngorms National Park Local Development Plan (CNPA, 2015a);
  - Cairngorms National Park Core Paths Plan (CNPA, 2015);
  - Perth & Kinross Council: Core Paths Plan (PKC, 2012);
  - Perth & Kinross Council: Landscape Supplementary Guidance (PKC, 2015);
  - Perth & Kinross Council: Highland Area Local Plan (PKC, 2000);
  - Perth and Kinross Council Local Development Plan (PKC, 2014);
  - TAYplan: Strategic Development Plan (2016-2036) (TAYplan, 2017);
  - The Special Landscape Qualities of the Cairngorms National Park, Scottish Natural Heritage Commissioned Report No.375 (2010a);
  - The Special Qualities of the National Scenic Areas, Scottish Natural Heritage Commissioned Report No.374 (2010b);
  - Cairngorms National Park: Landscape Character Assessment (CNPA, 2009);
  - Tayside Landscape Character Assessment: Scottish Natural Heritage Review 122 (Land Use Consultants, 1999); and
  - Cairngorms Landscape Assessment. Scottish Natural Heritage Review 75 (Turnbull Jeffrey Partnership, 1996).

### Site Walkover and Surveys

- 14.2.16 Field surveys were carried out mostly during the summer. The field surveys were carried out by a team of Jacobs' landscape architects on foot and by car. Information was collected using a standardised checklist, as well as photographs of landscape features that may be physically affected and photographs to/from key viewpoints where people would have visibility of the proposed scheme.

**Impact Assessment**

14.2.17 The impact assessment has been undertaken using the approach outlined below, where the level of significance is assessed based on the sensitivity to change of the visual receptor as well as the magnitude of change that would be experienced during construction and operation of the proposed scheme.

Sensitivity

14.2.18 In accordance with GLVIA3 the assessment of sensitivity for visual receptors combines the susceptibility of the receptor (people) to changes in visual amenity arising from the specific type of development proposed, and the value attributed to the existing views.

*Value of Views*

14.2.19 Value attached to views can be indicated by the presence of heritage assets and planning designations or expressed through published or interpretive material. The criteria in Table 14.1 were used, along with professional judgement, to help determine the value of the views experienced by each visual receptor.

**Table 14.1: Value of Views**

Value	Views
High	Views from within or looking towards landscapes of international or national importance, typically recognised by designation or from a highly popular visitor attraction where the view forms an important part of the experience, or where the view has important cultural associations.
Medium	Views from within or looking towards landscapes of regional/district importance typically recognised by designation, or from a moderately popular visitor attraction where the view forms part of the experience, or where the view has a local cultural association.
Low	Views within landscapes with no designation and where a view is not associated with a visitor attraction and has little or no cultural associations.

*Visual Receptor Susceptibility to Change*

14.2.20 The susceptibility of visual receptors, as defined in GLVIA3, is mainly a function of ‘the occupation or activity of people experiencing the view at particular locations; and the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations’. The criteria in Table 14.2 (based on GLVIA3) were applied, along with professional judgement, to evaluate the susceptibility of different types of receptors.

**Table 14.2: Visual Receptor Susceptibility to Change**

Susceptibility	Receptor Type
High	<ul style="list-style-type: none"> <li>Residents.</li> <li>People engaged in outdoor recreation, including users of public rights of way, whose attention is likely to be focused on the landscape and on particular views.</li> <li>Visitors to heritage assets or other attractions where views of the surroundings are an important part of the experience.</li> <li>Communities where views contribute to the landscape setting and are enjoyed by residents.</li> <li>Travellers on scenic routes where awareness of views is likely to be particularly high.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>Travellers on road, rail or other transport routes (where awareness of views is likely to be higher along recognised scenic routes).</li> <li>People at their place of work whose focus may be on the setting or surroundings as part of their work.</li> </ul>
Low	<ul style="list-style-type: none"> <li>People engaged in outdoor sport or recreation, which does not involve appreciation of views.</li> <li>People at their place of work, whose attention may be focused on their work and where the setting is not important to the quality of working life.</li> </ul>

*Evaluation of Visual Receptor Sensitivity*

14.2.21 The sensitivity of visual receptors to changes in their views was evaluated in accordance with the criteria provided in Table 14.3, based on the susceptibility to change of the receptor and the value of views. All residential receptors were assessed to be of high sensitivity as they are considered to be particularly susceptible to changes in their visual amenity. Occupants of properties with views of the proposed scheme are more likely to experience views for longer periods of time than other receptors and therefore have a higher value. Where two or more outdoor receptors of different sensitivity follow exactly the same route (e.g. a road and a cycle path) they were assessed as one outdoor receptor and were assigned whichever sensitivity was the highest in order to identify the scenario with the highest potential for a significant impact on a given route.

**Table 14.3: Visual Receptor Sensitivity to Change**

Sensitivity	Criteria
High	Receptors where the changed view is of high value and/or where the receptor will experience an appreciable change to visual amenity by reason of the nature of activity and their expectations (receptors where the view is important to users will be considered to be of high sensitivity).
Medium	Receptors where the changed view is valued but not critical to amenity and/or the nature of the view is valued but not a primary consideration of the users (receptors where users are likely to spend time outside of participation in their activity looking at the view and users of workplaces with windows that take advantage of views).
Low	Receptors where the changed view is unimportant and/or users are not sensitive to change (receptors where users are unlikely to consider the views an important element of their activity will generally be assessed to be of low sensitivity).

Magnitude

14.2.22 As noted in GLVIA3 the magnitude of change that would be experienced by the identified visual receptor relates to the size or scale of change, its geographical extent, and the duration and reversibility of change. IAN 135/10 notes that the nature of change, distance, screening and the direction and focus of the view are also important considerations.

14.2.23 Magnitude of visual change was assessed on a scale of high, medium or low, in line with the criteria provided in Table 14.4.

**Table 14.4: Visual Receptor Magnitude**

Magnitude	Criteria
High	Where the proposed scheme or elements of it will dominate the view and fundamentally change its character and components over a large geographic area.
Medium	Where the proposed scheme or elements of it will be noticeable in the view, affecting its character and altering some of its components and features over a notable geographic area.
Low	Where the proposed scheme or elements of it will be only a minor element of the overall view, over a small geographic area, and likely to be missed by the casual observer and/or scarcely appreciated.

Impact Significance

14.2.24 The degree of significance of impacts on visual amenity has been determined through consideration of both the sensitivity of the visual receptors to changes in their views and the predicted magnitude of change as a result of the proposed scheme. Significance is defined as Negligible, Slight, Moderate or Substantial, in addition to being either adverse or beneficial as shown in Table 14.5. These criteria represent thresholds on a continuum and where appropriate the intermediate categories of Moderate/Substantial, Slight/Moderate and Negligible/Slight were also used in the assessment. Where an impact of **Moderate** significance or greater is identified, this is considered to be a significant impact in the context of this assessment.

**Table 14.5: Significance of Visual Impacts**

Level of Impact	Criteria
Substantial	Adverse: The proposed scheme would cause major deterioration to a view or loss of a view from a highly sensitive receptor, and would constitute a major discordant element in the view. Beneficial: The project would lead to a major improvement in a view from a highly sensitive receptor.
Moderate	Adverse: The proposed scheme would cause obvious deterioration to a view from a moderately sensitive receptor, perceptible damage to a view from a more sensitive receptor. Beneficial: The proposed scheme would cause obvious improvement to a view from a moderately sensitive receptor, or perceptible improvement to a view from a more sensitive receptor.
Slight	Adverse: The proposed scheme would cause limited deterioration to a view from a receptor of medium sensitivity or cause greater deterioration to a view from a receptor of low sensitivity. Beneficial: The proposed scheme would cause limited improvement to a view from a receptor of medium sensitivity, or would cause greater improvement to a view from a receptor of low sensitivity.
Negligible	No perceptible change in the view.

**Limitations to Assessment**

- 14.2.25 The field assessment was undertaken mostly during the summer months with the trees in leaf, so professional judgment was required to anticipate the likely visibility of the proposed scheme in the winter months.
- 14.2.26 A number of visual receptor locations were not readily accessible so it was necessary to assess the likely visibility of the proposed scheme through walkover surveys of the surrounding areas assisted by use of ZTVs and web based photography.
- 14.2.27 Construction impacts were assessed based on the probable scenario using professional judgement and experience, in addition to the constructability review undertaken by the engineering team. Limited information about the construction phase was available at the time of assessment, bearing in mind that the proposed scheme could be procured under a design and build type contract. The locations and details of construction compounds were not available during DMRB Stage 3 assessment as they would be subject to separate consents obtained by the contractors.
- 14.2.28 Proposed roadside signs which are over 3m high, as shown on Figures 14.3 and 14.4, have been included in the assessment. The locations of these signs are approximate only.

**14.3 Baseline Conditions**

- 14.3.1 As noted in IAN135/10 the assessments of landscape and visual effects are separate but linked procedures. The visual context and baseline description of the study area is therefore incorporated to a considerable extent in Chapter 13 (Landscape) and supporting Appendix A13.1 (Local Landscape Character Areas (LLCAs)).

**Visual Receptors**

- 14.3.2 Visual receptor locations (places where individuals and or groups of people who have the potential to be affected by views of the proposed scheme) within the study area are largely limited to small settlements and scattered clusters of residential properties along the A9 route corridor and outdoor locations on recreational routes. The existing A9 is a notable feature in many views across Glen Garry as it winds its way along the floor of the glen, although established forestry plantations and mature woodland areas help to provide some screening to/from the A9. The topography of the area generally limits views to within Glen Garry itself, with the rising hills to the north and south helping to screen more distant views.
- 14.3.3 Following a desk-based assessment, a draft list of potential visual receptor locations and routes within the study area was compiled. These were then visited on site in order to confirm or revise the list as necessary, record and photograph the existing baseline views and consider likely changes to them as a result of the proposed scheme. As a result, 107 built receptor locations and 52 outdoor receptor

locations and routes with potential to experience significant impacts were identified within the study area. The built receptor locations are shown on Figure 14.3 and listed in Appendix A14.1. Outdoor receptor locations and routes are shown on Figure 14.4 and listed in Appendix A14.2.

#### Built Receptors

- 14.3.4 The study area encompasses a range of built receptors, concentrated mostly within the settlements of Killiecrankie, Aldclune, Blair Atholl, Bruar, Pitagowan, Calvine and Struan/Old Struan in addition to scattered clusters of properties and farmsteads set on the lower hill slopes and along the Glen Garry valley floor. The locations and nature of views from these settlements are described below.

#### *Killiecrankie Area*

- 14.3.5 The village of Killiecrankie lies on the northern bank of the River Garry adjacent to its confluence with the Allt Girnaig in a wooded gorge. The Battle of Killiecrankie, a major event in the history of the Jacobite uprisings, was fought in the area in 1689. Further information on the Killiecrankie battlefield site is contained in Chapter 15 (Cultural Heritage). The National Trust for Scotland (NTS) Killiecrankie Visitor Centre is located to the southeast of the village.
- 14.3.6 The existing A9 is approximately 350m north of the settlement, and views to the A9 road corridor are generally screened either by landform or the intervening woodland and roadside vegetation surrounding the village.
- 14.3.7 Away from the village centre there are open linear views along Glen Garry and across the valley on the surrounding hills.

**Photograph 14.1: View from minor road to Orchilmore (CNPA Core Path KCKI/109) towards the existing A9, Killiecrankie and Craig Fonvuick**

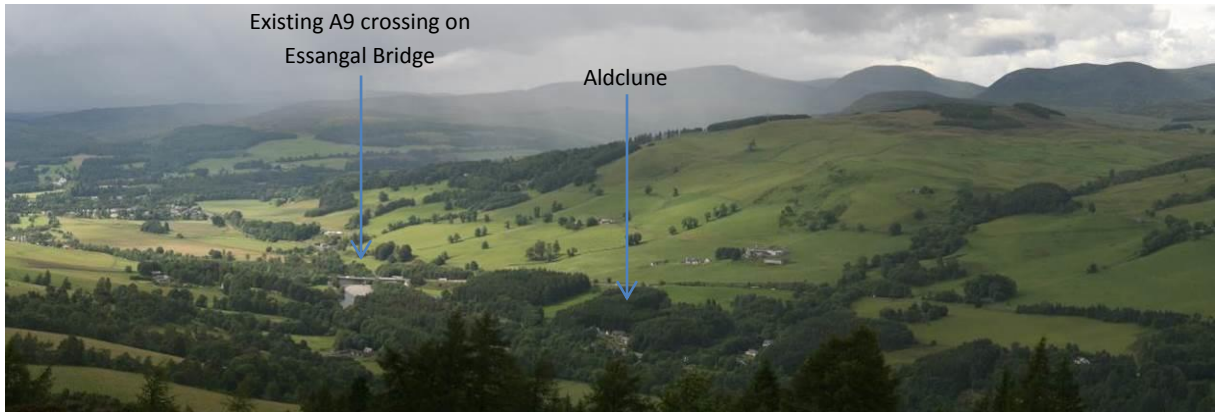


#### *Aldclune*

- 14.3.8 Aldclune is a hamlet located on the northern bank of the River Garry adjacent to the B8079. The site of the Battle of Killiecrankie lies to the north, east and west of the settlement.
- 14.3.9 The hamlet is set on the northern slopes of Glen Garry and backed by woodland to the north. Views outwith Aldclune are generally focussed to the south of the settlement along and across Glen Garry. The existing A9 runs to the north of the village at a distance of approximately 100m from the closest property, Balchroic Cottage, which is located at the end of a track away from the core of the hamlet. Views to the A9 road corridor from most locations within the settlement are screened either by landform or intervening woodland.



**Photograph 14.2: View from Craig Fonvuick towards Aldclune (lower centre of frame) and Essangal bridge**



*Blair Atholl, Bridge of Tilt and Tirinie*

- 14.3.10 The small estate town of Blair Atholl is located at the confluence of the River Garry and the River Tilt and the surrounding topography plays a key part in its compact and picturesque character. The settlement is framed to the south and east by open water meadows and woodland with Tulach Hill to the south providing a dramatic backdrop. The historic landscape of Blair Castle Garden and Designed Landscape (GDL), which covers approximately 11km<sup>2</sup>, extends across the A9 onto the southern slopes of Tulach Hill and north along Glen Tilt and pre-dates the current settlement. The single aspect main street of Blair Atholl comprises mostly nineteenth century buildings with characteristic architectural details including crow steps, stone skews, tall chimney stacks and corbelled wall corners. More recent housing development at Bridge of Tilt and the Blair Atholl Golf Course lie to the east of the town.

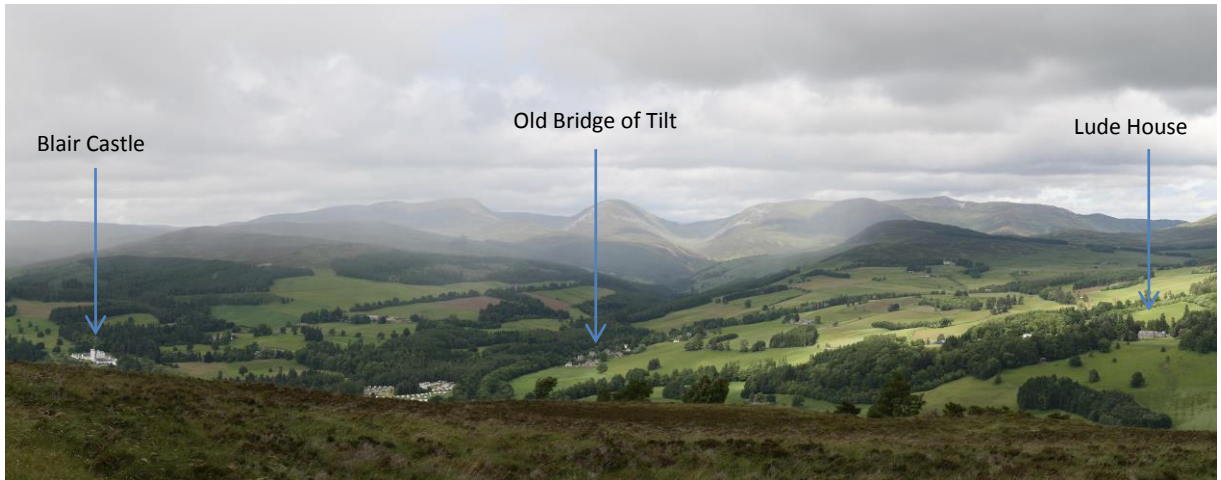
**Photograph 14.3: View of Blair Atholl from the existing A9.**



*Image from Google Street View captured May 2015 © 2017 Google*

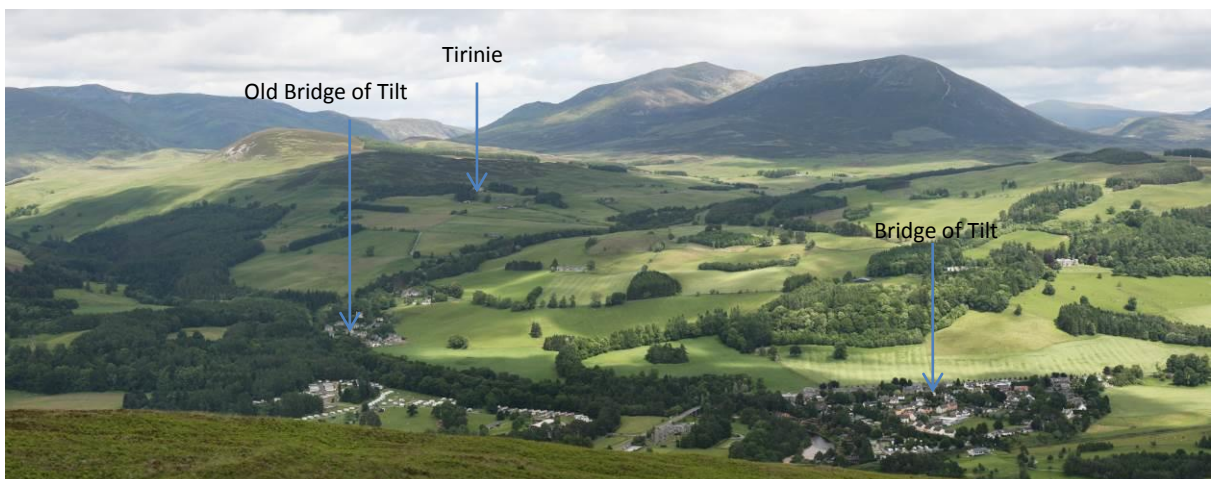
- 14.3.11 Blair Atholl lies within a patchwork of open pasture and woodland belts which allows for frequent extensive views across the scenic broad valley of the river Garry, although long distance views from many locations within the settlement are restricted by built form. The A9 is set to the south of the town at a distance of approximately 135m from Garryside, which is the closest part of the settlement, with views to the road corridor mostly screened by roadside vegetation adjacent to the route or built form within Blair Atholl. Greater visibility is experienced when trees are not in leaf and from the edges of the settlement.

**Photograph 14.4: View from Creag Odhar towards the northern edges of Blair Atholl**



- 14.3.12 To the north of Blair Atholl clusters of dwellings, including Old Bridge of Tilt, Old Blair and Tirinie, are located between distances of approximately 1.5km and 3km from the existing A9. Few of these properties have open views of the road corridor due to intervening screening by riparian and policy woodland, nearby buildings or local landform.

**Photograph 14.5: View from Tulach Hill towards Bridge of Tilt and Tirinie with the three Munro summits of Beinn a'Ghlo beyond**



*Bruar and Pitagowan*

- 14.3.13 The settlements of Bruar and Pitagowan are located where the glens of Bruar and Errochty meet. The River Bruar<sup>2</sup> runs to east of these settlements before connecting to the River Garry. Bruar and Pitagowan are set within lower hill slopes with buildings oriented towards the River Garry to take advantage of views across the valley.
- 14.3.14 Dense vegetation, including long established woodland of plantation origin (Category 2b) as identified on the Ancient Woodland Inventory (AWI), is found to the north of Bruar and Pitagowan, creating a sense of enclosure and directing views to and along Glen Garry. The majority of this woodland forms part of the Falls of Bruar Garden and Designed Landscape, a tourist attraction which is noted for its series of waterfalls that were made famous in a poem by Robert Burns. In addition to the Falls of Bruar, the House of Bruar is a popular visitor attraction and consists of a large retail complex with extensive car parking.

<sup>2</sup> Note that this water feature is referred to as River Bruar. SEPA refer to this water feature as River Bruar, however it is referred to as Bruar Water on OS maps.

- 14.3.15 There are direct and partly screened views from Bruar and Pitagowan to transport corridors including the existing A9, the B847, the B8079 and the Highland Main Line railway due to their close proximity to the settlements. Intervening woodland and roadside vegetation partially restricts visibility to these transport elements and provides interest as foliage changes through the seasons.

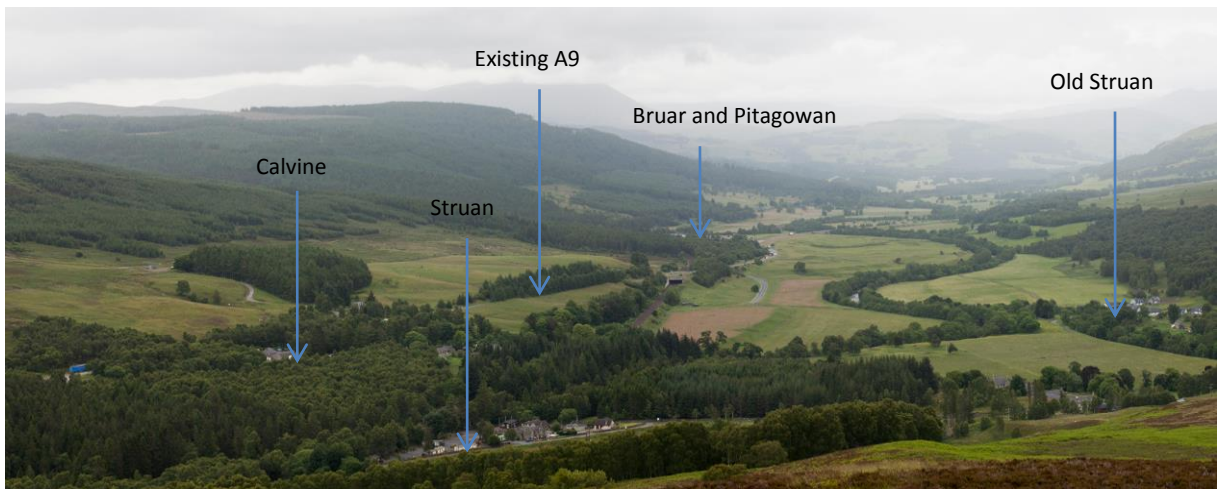
**Photograph 14.6: View from House of Bruar car park towards Tulach Hill**



*Calvine*

- 14.3.16 The settlement of Calvine is set along the B847 road, within the valley area of Glen Garry. It is characterised by traditional stone houses and cottages and features a caravan and holiday park located to its south.
- 14.3.17 Calvine is surrounded by dense woodland including ancient woodland and shelter woods, which restrict views beyond the B847 and local roads and properties although there is still visibility to the upper slopes and peaks of surrounding hills. Greater visibility is experienced when trees are not in leaf and from the edges of the settlement.

**Photograph 14.7: View from Struan Point towards Calvine, Struan, Bruar, Pitagowan and Old Struan**



*Struan and Old Struan*

- 14.3.18 The settlements of Struan and Old Struan are located to the south of Calvine and are formed by a cluster of houses and farmsteads concentrated where the Errochty Water meets the River Garry. Buildings are both older and in a more traditional style when compared to Calvine, including Old Struan Kirk, as well as new built cottages which serve as holiday rentals.
- 14.3.19 Dense surrounding woodland and riverine vegetation create a sense of containment within the settlements and screen views in all directions, although they still allow visibility to the upper hill slopes and long ridgelines enclosing the glen.

*Scattered properties north-west of Calvine*

- 14.3.20 A small number of dwellings, including Clunes Lodge and Cottages, Dalreoch, Dalnamein Lodge and Tigh-na-Coille are scattered along the existing A9 in the north-western extent of the proposed scheme. While they are within close proximity to the existing A9 they have limited or screened views of it. These properties are positioned to allow views across the valley, to the River Garry and surrounding hills.

Outdoor Receptors

*B8079 Road Users*

**Photograph 14.8: B8079/ NCR 7 at Kingsisland with Shierglas Quarry visually prominent on the hillside above the A9**



- 14.3.21 The B8079 follows Glen Garry throughout the study area, passing through Killiecrankie, Aldclune, Blair Atholl and Bruar. The route follows the historic path of General Wade's Military Road through the study area with the exception of a section which runs from Blair Atholl to Woodend where the historic route crosses the River Tilt upstream at the Old Bridge of Tilt. Around Killiecrankie the B8079 runs along the northern edge of the Pass of Killiecrankie and is bordered by woodland with filtered views across the valley. From Killiecrankie to Essangal the route runs alongside the River Garry with the Highland Main Line railway adjacent to the south, between the River Garry and the B8079. Here the road is lined by roadside trees with fields laid to pasture and frequent belts of woodland. At Essangal the B8079 passes beneath the A9, immediately south of a grade separated junction between the two roads, and the B8079 continues northwest through mostly open fields which allow open long distance views (refer to Photograph 14.8).
- 14.3.22 The B8079 rises slightly to Blair Atholl where it crosses the River Tilt and then follows a straight course for 2km until Woodend, with deciduous woodland to the south of the road limiting long distance views to the A9 in the south. At Woodend the road passes beneath a stone rail bridge and follows the wall of the Blair Estate to the West Lodge. Here the landscape opens up with large scale fields set within the river plain, which allow for long distance views to the hills surrounding Glen Garry.
- 14.3.23 The B8079 then runs in an east to west direction along the same route as General Wade's Military Road and National Cycle Network Route 7 (NCR7), between Bruar and the cluster of properties at Wester Baluain, Glebe Steading and Banvie to the east of Bruar. The road is set along lower hill slopes, and lined by timber post and wire fencing enclosing fields set to pasture.
- 14.3.24 Roadside vegetation and riverine woodland restricts visibility beyond the B8079 near Bruar where views are directed to the House of Bruar and the surrounding hills. Along the remaining route, there are open views along the valley to fields, dense woodland along slopes and hills including Ben Vrackie to the east.
- 14.3.25 The mix of woodland visible along the B8079 creates seasonal interest and allows some filtered views towards the A9. When trees are not in leaf, traffic on the existing A9 is visible from the B8079 where the A9 bridges over the River Garry at Essangal and at the House of Bruar, where the two roads meet.

*B847 Road Users*

- 14.3.26 The B847 runs in an east to west direction along the same route as NCR7 first on one side and then on the other side of the existing A9, connecting the settlements of Bruar/Pitagowan and Calvine, and south-westwards from Calvine along Glen Errochty. It is set within lower hill slopes and valley winding through pasture, grassland and woodland.
- 14.3.27 Dense roadside vegetation lines the road within, and to the east, of Calvine and west of Pitagowan, which restricts visibility and directs views towards the surrounding hills for eastbound travellers. Breaks in the roadside vegetation and seasonal changes open greater visibility to the landscape with glimpses through trees to the surrounding fields and hills. More open views are experienced from valley areas, focussed on the broad glen and dramatic peaks of more distant hills including Ben Vrackie.
- 14.3.28 Both the existing A9 and the Highland Main Line railway are bridged over the B847, and any perceived sense of naturalness is contrasted by the managed landscape and built elements including bridges, settlement and transport routes. The existing A9 is visible from the B847 at Bruar/Pitagowan, as breaks in the dense roadside vegetation allow for filtered views to the road. Elsewhere on the B847 the existing A9 is largely screened from view by intervening topography and roadside vegetation.

*Rail Users*

- 14.3.29 The Highland Main Line railway follows a similar route to the B8079, along and close to the valley floor of Glen Garry with one station within the study area, located at Blair Atholl. Rail users experience scenic views of the glen, River Garry and the surrounding hills, with the railway line generally set within woodland but running through a more open landscape between Essangal and Blair Atholl.
- 14.3.30 To the south of Killiecrankie, the route passes through woodland and a tunnel before emerging out of a cutting and running alongside the River Garry where views are obtained through the riparian woodland. The focus of views is typically on the river and surrounding hills. Between crossing under the A9 north of Aldclune at Essangal, where views of the exiting bridge structure are briefly available, and Blair Atholl, the railway passes through fields set to pasture and views south to the existing A9 on the other side of the valley can be obtained, filtered by the roadside vegetation of the existing A9. At Blair Atholl Station passengers experience views to the A9 from the footbridge. Woodland limits views again west of Blair Atholl but beyond the woodland of the Blair Estate the landscape allows open views across the valley to the existing A9.
- 14.3.31 To the west and in central parts of the study area, the railway runs within the broad valley of Glen Garry, with views of fields set to pasture, riparian woodland along the River Garry and dense woodland on hill slopes. Views for rail users are directed across the glen towards the more dramatic peaks of the surrounding hills, including those with long ridgelines.
- 14.3.32 A greater sense of enclosure is experienced on the route at Calvine and Pitagowan, where the railway cuts through established woodland. Near Calvine the railway passes under the existing A9 in a short tunnel/underbridge, and then over the B847. To the north-west of Calvine the railway is generally enclosed by a single line of trees and scrub but some open views across Glen Garry are available.
- 14.3.33 The railway is located within managed landscapes and is near settlement and built elements including roads and pylons, which are generally seen in fleeting views. The age and variety of vegetation creates seasonal interest along the railway route and subtle changes to views along the glen are dominated by natural and perceived natural landscapes.

*Cyclists on Designated Cycle Routes*

- 14.3.34 One National Cycle Network Route (NCR) runs through the study area, NCR7 - Lochs and Glens North as shown on Figure 14.4.
- 14.3.35 NCR7 runs in an east to west direction, along the B8079 and B847 in the east of the study area and parallel to south of the existing A9 in the west of the study area on the unclassified road, U521. NCR7

is set on lower hill slopes in the east and west of the study area. Within central parts of the valley it passes through dense woodland which restricts visibility.

- 14.3.36 NCR7 runs through and near the settlements of Calvine and Bruar/Pitagowan. Built features within Calvine, including stone properties, walls and bridges and shelter woods limit visibility from the NCR7 route beyond the village. Between Calvine and Bruar/Pitagowan, where NCR7 follows the B847, the surrounding woodland and hills create a sense of uniformity, although seasonal changes to vegetation, views to small settlements and changes in the direction of the route provide variety and interest.
- 14.3.37 The landform of the glen, along with woodland and roadside vegetation, guides visibility along NCR7 and, in western parts of the study area, cyclists experience open and enclosed views as sections of dense vegetation contrast with open sections. Along more open sections of the NCR7 route there are views to settlements, pylons atop hills, and roads including the existing A9.
- 14.3.38 Receptors on NCR7 are generally considered to have high susceptibility to change, as users would be expected to be making use of the cycle route to enjoy the scenic value of the route.

*Walkers on Designated Routes and Local Paths*

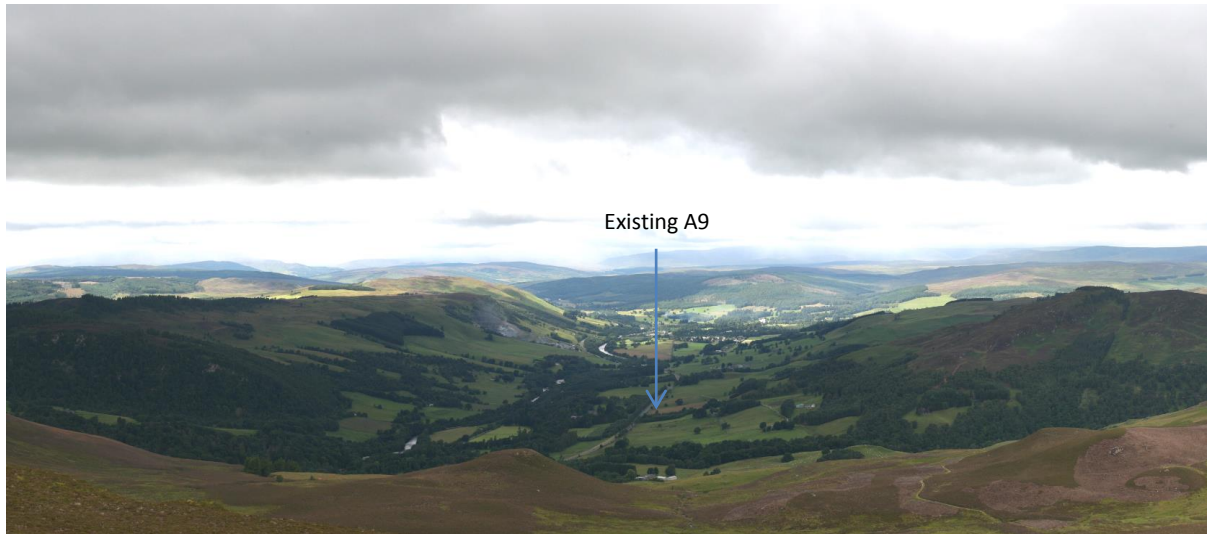
- 14.3.39 Within the study area designated footpaths comprise core paths and rights of way. Local paths are also considered. Core paths generally coincide with main and local roads and tracks and are located on lower and upper hill slopes and near tributaries of the River Garry. Rights of way are generally longer and typically follow established, traditional routes including drovers' roads and pilgrimage routes. Paths towards upper hill slopes allow views along Glen Garry and on descent, views to road corridors including the existing A9 and the valley beyond.

**Photograph 14.9: Battle of Killiecrankie Site**



- 14.3.40 Walkers experience views along Glen Garry from core paths, which often pass through open areas of managed grassland and fields set to pasture, although the routes also pass through woodland in some locations. Core paths are located close to Killiecrankie passing through the Pass of Killiecrankie and Old Faskally House, across the northern slopes of Creag Eallaich, through the site of the Battle of Killiecrankie (refer to Photograph 14.9) and along the southern bank of the river Garry. There are also distant views of the existing A9 and Glen Garry from the core paths on the slopes and summit of Ben Vrackie (841m AOD – refer to Photograph 14.10). To the west of the study area core paths follow the southern bank of the River Garry from Blair Atholl to Invervack.

Photograph 14.10: View looking west along Glen Garry from core path PLRY/118 in the Ben Vrackie SLA



- 14.3.41 Within upper Glen Garry, core paths generally coincide with roads and tracks. They are also located on lower hill slopes and near tributaries of the River Garry. Paths towards upper hill slopes allow views along the glen and, on descent, views to road corridors including the existing A9 and the valley beyond. A variety of views are experienced by walkers from core paths as they run through and near settlements including views of properties in Calvine, woodland, managed grassland and pasture fields. Core paths are located within Clunes Wood and the Dalnamein area and near riverine vegetation along the River Garry in valley areas in the west of the study area, creating a strong sense of enclosure and limiting visibility. Receptors on walking routes are generally considered to have a high susceptibility to change, as users could be expected to be making use of the paths to experience the available views. However, as some receptors are situated in close proximity to the A9, with the existing road a prominent element within the available views so the susceptibility to changes of their views as a result of the proposed scheme is likely to be lower, than if the existing A9 was not present.

#### *Recreational Receptors*

- 14.3.42 Blair Atholl Estate comprises a popular tourist attraction within the study area and includes Blair Castle (refer to Figure 14.14) together with 18th century parkland, a walled garden, an adventure playground, a sculpture trail and a pony trekking centre.
- 14.3.43 The historical sites of the Battle of Killiecrankie and the associated Soldier's Leap and National Trust for Scotland visitor centre in Killiecrankie also lie within the study area and are popular with visitors. There would be no visibility of the proposed scheme from the visitor centre, due to intervening landform and vegetation. Further information on the Killiecrankie battlefield site is contained in Chapter 15 (Cultural Heritage).
- 14.3.44 Other recreational attractions include Blair Castle Gardens, Blair Atholl Golf Course, Blair Atholl Memorial Park and Playing Field, walking along Glen Garry and the surrounding hills, including Tulach Hill and Creag Odhar, fishing on the River Garry and River Tilt and shooting and stalking on farmland, moorland and woodland. Additional information on non-designated paths within the study area is provided in Chapter 9 (People and Communities - All Travellers).

## **14.4 Potential Impacts**

- 14.4.1 This section provides a brief summary of the potential impacts that could occur during construction and operation. Mitigation of visual impacts is achieved predominantly through refinement of the horizontal and vertical alignment, earthworks and landscaping measures, which are incorporated into the design as assessed and reported in this ES and described in Chapter 4 (Iterative Design Development) and Chapter 5 (The Proposed Scheme). The key visual mitigation measures, such as alignment limiting the extent of the cutting slopes and loss of woodland that provides screening, or the

design of the bridge structures, are all embedded in the design. It is therefore not practicable to undertake an assessment of the potential visual impacts of construction and the operational scheme in the absence of mitigation.

### **Construction**

- 14.4.2 The following activities typically associated with road schemes generally cause temporary adverse visual impacts on receptors:
- removal of vegetation close to residential properties and NMU routes (for example at Aldclune, Blair Atholl, Pitagowan, Calvine and scattered properties along the A9 corridor);
  - vehicles moving machinery and materials to and from the site;
  - machinery, potentially including heavy excavators and earth moving plant;
  - exposed bare earth over the extent of the proposed works;
  - structures, earthworks, road surfacing and ancillary works during construction;
  - temporary site compound areas including site accommodation and parking;
  - temporary soil storage heaps and stockpiles of construction materials;
  - lighting associated with night-time working and site accommodation;
  - temporary works associated with bridge construction operations; and
  - traffic management measures.
- 14.4.3 Potential impacts on visual amenity during construction are likely to result from the construction of the two new overbridges across the River Garry at Essangal and Pitaldonich and the new grade separated junctions with associated large scale earthworks at Aldclune and Bruar. At Aldclune the removal of woodland associated with the new junction would open up views of the construction works. Significant earthworks would also be required over a c.3.5km stretch of the proposed scheme to the south of Blair Atholl between Shierglas Quarry and Black Island, where the formation of extensive cutting slopes on the lower slopes of Tulach Hill and Craig Odhar would be visually prominent.
- 14.4.4 A number of other structures, such as rail underbridges, overbridges and underpasses, culverts and retaining walls, would also be constructed in phases, taking between less than a month and up to approximately 36 months to be completed, depending on the structure, with the average time per structure estimated between approximately 6 and 12 months. As provided in Table 5.5 (Chapter 5: The Proposed Scheme) The indicative time period for construction of the proposed scheme is approximately 37 months.
- 14.4.5 SuDS features would also be required to provide a level of treatment for any surface water runoff during the construction of the proposed scheme. It is anticipated that the majority of construction SuDS features would be in similar locations to those associated with the operation of the proposed scheme, shown on Figure 13.5.
- 14.4.6 Visual impacts on built and outdoor receptors are detailed in Appendix A14.1 (Built Receptor Assessment) and Appendix A14.2 (Outdoor Receptor Assessment) respectively. All impacts during construction would be temporary and adverse. The significant visual impacts (Moderate or greater) resulting from the construction activities are summarised in Table 14.6. Mitigation measures including programming works to minimise disruption, limiting night-time working and encouraging appropriate siting of plant and material storage areas to minimise their visual impact were taken into account in the assessment.

### **Operation**

- 14.4.7 Potential impacts on visual amenity during operation are described below for the proposed scheme. All impacts are considered adverse unless otherwise stated. The majority of impacts would be caused as a result of one or more of the following:



- Increased visibility of traffic due to changes in horizontal and/or vertical road alignment.
- Loss of screening vegetation for residential properties and NMU routes at Killiecrankie, Blair Atholl, Pitagowan, Calvine and scattered properties and outdoor receptors along the A9 corridor, opening up views of traffic (including headlights at night) and the proposed scheme.
- Changed appearance of the landform along the road corridor as a result of large scale earthworks and/or rock cuttings on the hillside and the potential requirement for reinforced slopes and/or retaining structures within the rural landscape.
- Increased extents of visible road infrastructure including the widened mainline, realigned side roads and local access and NMU track diversions.
- Introduction of additional bridge structures over watercourses, including the proposed new Essangal Underbridge and River Garry Underbridge at Pitaldonich.
- Introduction of railway crossings with high containment barriers (approximately 1.8m high solid barriers) at Essangal and west of Pitagowan.
- Introduction of SuDS features along the route.
- Introduction of mammal fencing along the route.
- Introduction of grade separated junctions at Aldclune and Bruar, the latter including a new underbridge.
- Introduction of large traffic signs plus a CCTV camera on the A9 approaches to and from grade separated junctions.
- Alteration of vegetation patterns and field patterns as a result of tree loss and stripping of groundcover vegetation and topsoil, followed by reinstatement and new planting.

14.4.8 Visual impacts on built and outdoor receptors are detailed in Appendix A14.1 (Built Receptor Assessment) and Appendix A14.2 (Outdoor Receptor Assessment) respectively. The significant visual impacts (Moderate or greater) are summarised in Table 14.7. Mitigation measures incorporated within the design of the proposed scheme, including planting and grading of cutting and embankment slopes to shallower gradients to improve integration with the surrounding landform, are taken into account in the assessment.

## **14.5 Mitigation**

14.5.1 This chapter makes reference to overarching standard measures applicable across A9 dualling projects ('SMC' mitigation item references), and also to project-specific measures ('P05' mitigation item references). Those that specifically relate to visual are assigned an 'LV' reference.

### **Embedded Mitigation**

14.5.2 The alignment of the proposed scheme has been developed through an iterative design process (initiated as part of the DMRB Stage 2 assessment), involving both engineering and environmental specialists. The DMRB Stage 3 design development process has comprised seven design iterations, each of which has been informed and reviewed by landscape specialists in order to reduce potential landscape (and visual impacts) and integrate the proposed scheme with the surrounding landscape. These inputs have derived the following embedded mitigation measures:

- the route alignment;
- the form and extents of earthworks along the length of the proposed scheme, including those associated with junctions;
- the form/design of the Essangal Crossing; and
- the location and form of SuDS features.

14.5.3 These measures have been adopted in order to avoid or reduce potential impacts on sensitive visual receptors such as residential properties and scenic recreational areas and routes.

- 14.5.4 Further details of embedded mitigation are provided in Chapter 4 (Iterative Design Development). Further details of the alternative options considered at DMRB Stage 2 are provided in Chapter 3 (Alternatives Considered).

#### **Standard and Specific Mitigation**

- 14.5.5 As explained above, much of the mitigation of visual impacts is embedded in the design of the proposed scheme. However, landscape mitigation proposals were also developed to further reduce visual impacts. These include grading out and rounding at the top and bottom of embankment and cutting slopes to blend them into existing landforms and new planting to screen the proposed scheme and help integrate it with the surrounding landscape. The landscape design also considered opportunities to maintain or enhance open views. The effectiveness of the new planting is expected to increase over time as vegetation matures.
- 14.5.6 Details of the visual mitigation measures for both construction and operational phases are as per the landscape mitigation set out in Section 13.5 of Chapter 13 (Landscape) and illustrated on Figure 13.5, and are not replicated here. Specialist aesthetic advice informed the design of elements of the proposed scheme, such as rock cuttings, bridges, retaining walls, SuDS features or planting, providing details of how specific mitigation measures, including those to reduce visual impacts, are to be implemented.
- 14.5.7 Details of the mitigation measures that would help to reduce visual impacts at specific receptor locations are provided in Section 14.6 below and in Appendices A14.1 and A14.2. The effects of proposed planting in mitigating impacts over time are described in section 14.6 below.

## **14.6 Residual Impacts**

- 14.6.1 Residual significant impacts that remain once the described mitigation measures have been implemented are described below.
- 14.6.2 For details of numerical references for built receptors, see Figure 14.3 and Appendix A14.1 (Built Receptor Assessment). For outdoor receptors, see Figure 14.4 and Appendix 14.2 (Outdoor Receptor Assessment), and for additional details of all NMUs including local paths see Table 9.11 in Chapter 9 (People and Communities – All Travellers).

#### **Construction**

- 14.6.3 The DMRB Stage 3 visual assessment has identified a number of likely impacts on built and outdoor receptors associated with the construction of the proposed scheme, as shown in Appendix A14.1 and A14.2 respectively. All of these impacts would be temporary and adverse. Significant impacts that would be experienced by receptors at these locations are summarised below.

##### Built Receptors

- 14.6.4 **Substantial** impacts would be experienced during construction at Clunebeg Farmhouse (receptor 22), Clunebeg Bungalow and Tigh Bruadar (receptor 23) and Essangal Cottages (receptor 26) as a result of Aldclune Grade Separated Junction and Essangal Underbridge construction activities taking place in close proximity to the receptor locations.
- 14.6.5 In addition, receptors 56 (Garrybank Cottage and Bothy) and 57 (Glackmore) would also experience **Substantial** impacts as a result of earthwork construction activities taking place in close proximity to the receptor locations.
- 14.6.6 Impacts would also be **Substantial** at receptor 79 (The Old Reading Room, Pitagowan) as a result of the Bruar/Calvine Grade Separated Junction construction activities taking place in close proximity to the receptor location.

- 14.6.7 Tigh-Sona (receptor 94), Tomchitchen (receptor 95) and School House, Calvine (receptor 97) would also experience **Substantial** impacts during construction of the proposed scheme as a result of open views of earthworks construction activities taking place in close proximity to the receptor locations.
- 14.6.8 Twelve built receptors (receptor numbers 9, 24, 25, 37, 41, 48, 55, 74, 75, 98, 101 and 102) would experience **Moderate/Substantial** impacts and 56 built receptors would experience **Moderate** impacts during construction. The details are provided in Table 1 of Appendix A14.1 (Built Receptor Assessment).

#### Outdoor Receptors

- 14.6.9 **Substantial** impacts would be experienced during construction at the local path from Blair Atholl to Essangal Bridge (receptor O16), core path BAST/138 (Blair Atholl footbridge to Balnastuartach, receptor O24) and NCR 7, core path BAST /125 and the U521 Calvine to Dalnacardoch local road (receptor O43) mainly as a result of extensive earthworks associated with the mainline widening.
- 14.6.10 Eight outdoor receptors (receptor number O26, O27, O28, O29, O31, O35, O39 and O41) would experience **Moderate/Substantial** impacts and seventeen outdoor receptors would experience **Moderate** impacts during construction of the proposed scheme.
- 14.6.11 Further information is provided in Table 1 of Appendix A14.2 (Outdoor Receptor Assessment).

#### **Operation**

- 14.6.12 Visualisations from selected viewpoint locations are shown on Figures 14.6 to 14.19 and the locations of the viewpoints are shown on Figure 14.5. The visualisations are intended to be illustrative of the nature of the changes to views resulting from the proposed scheme; they have not been used as a tool in the assessment of impact significance, nor are they intended to focus only on significant impacts. The viewpoints selected are all publicly accessible outdoor locations. Views from private properties were not included. Visualisations were prepared for the following locations:
- Viewpoint 1 (Figure 14.6): South-western slopes of Ben Vrackie;
  - Viewpoint 2 (Figure 14.7): PKC Core Path KCKI/120 Bealach Walk near Killiecrankie Water Treatment Works;
  - Viewpoint 3 (Figure 14.8): PKC Core Path KCKI/122 to Craig Fonvuick;
  - Viewpoint 4 (Figure 14.9): South of Aldclune junction;
  - Viewpoint 5 (Figure 14.10): North of Aldclune junction;
  - Viewpoint 6 (Figure 14.11): Creag Odhar;
  - Viewpoint 7 (Figure 14.12): Blair Atholl Golf Course;
  - Viewpoint 8 (Figure 14.13): Blair Atholl Memorial Park and Playing Field;
  - Viewpoint 9 (Figure 14.14): Blair Castle Gardens;
  - Viewpoint 10 (Figure 14.15): Tulach Hill;
  - Viewpoint 11 (Figure 14.16): Entrance to House of Bruar;
  - Viewpoint 12 (Figure 14.17): Existing A9 layby (west of Bruar);
  - Viewpoint 13 (Figure 14.18): Old Struan; and
  - Viewpoint 14 (Figure 14.19): PKC Core Path BAST/136 – Struan Point.

Built Receptors

*General*

- 14.6.13 The following section provides a summary of the detailed visual impact assessment presented in Appendix A14.1 for built receptors and highlights those locations which are likely to experience significant (**Moderate** and above) impact post mitigation.

*Killiecrankie (approx. ch700-2600) (Figure 14.3a)*

- 14.6.14 Impacts for receptors around Killiecrankie range from Moderate/Substantial to Slight, depending on their location and the screening by landscape elements.
- 14.6.15 Receptor 9 (House of Urrard and 1-5 Urrard Steading Cottages) would experience **Moderate/Substantial** impacts during the winter of the year of opening as a result of the proposed northbound widening, the introduction of a proposed NMU track and associated embankments and the introduction of roadside signage in advance of the Aldclune Grade Separated Junction. However, these impacts are likely to reduce to Slight/Moderate in the summer 15 years after opening following the establishment of mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.16 **Moderate** impacts would be experienced at receptor 7 (Croftcarnoch) as a result of the proposed northbound widening, the proposed northbound lay-by, proposed SuDS features, all associated earthworks and the loss of existing roadside woodland visible from this location. Impacts are likely to remain **Moderate** at this location in the summer 15 years after opening, following the establishment of mitigation planting adjacent to the proposed SuDS feature (**Mitigation Items P05-LV9, P05-LV12 and P05-LV15**) due to the proposed northbound widening, the proposed layby and all associated earthworks remaining visible from this location. Neighbouring property Craigurrard (receptor 8) would experience **Moderate** impacts during the winter of the year of opening as a result of the proposed northbound widening and associated roadside advance direction signage at approximate ch2410 and ch2680, with impacts reducing to Slight/Moderate in the summer 15 years after opening following the establishment of mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.17 **Moderate** impacts would be experienced during the winter of the year of opening at receptors 1 (Fonvuick) and 2 (Tommacneil - refer to Photograph 14.11) as a result of the proposed northbound widening, the introduction of proposed NMU tracks, SuDS features, lay-by, associated earthworks and the resultant loss of existing roadside vegetation. The significance of these impacts would reduce to Slight in the summer 15 years after opening following the establishment of mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**).

**Photograph 14.11: View from minor road at Tommacneil towards Glen Girnaig, with the A9 visible in the middle ground**



14.6.18 Following grading out of the embankment slopes with varied slope angles to improve integration with the adjacent undulating landform, Aspen House (receptor 3) would experience **Moderate** impact during the winter of the year of opening as a result of the proposed northbound widening and associated earthworks, mammal fencing and proposed variable message sign visible at approximate ch1400. This impact is likely to reduce to Slight in the summer after 15 years when existing intervening mature trees and woodland are in leaf, and following the establishment of species rich grassland on the proposed embankment slope (**Mitigation Item P05-LV18**).

14.6.19 Impacts experienced from neighbouring properties in the Killiecrankie area would be no greater than Slight in the winter of the year of opening and in summer 15 years after opening following the establishment of proposed mitigation planting (**Mitigation Items P05-LV12, P05-LV13, P05-LV15 and P05-LV17**).

*Aldclune (approx. ch2600-4400) (Figure 14.3a)*

14.6.20 Near Aldclune, views of the proposed scheme would be largely restricted to those receptors on the hillside north of the proposed Aldclune junction. Clunebeg Farmhouse (receptor 22) and Clunemore (receptor 24) would experience **Moderate/Substantial** impacts during the winter of the year of opening due to the visual impact of the proposed junction arrangement, associated signage, associated earthworks, the resultant loss of a block of existing AWI woodland, the Essangal Underbridge and badger fencing. The significance of these impacts would reduce to **Moderate** in the summer 15 years after opening following the establishment of woodland mitigation planting at the proposed Aldclune junction (**Mitigation Item P05-LV14**).

14.6.21 Clunebeg Bungalow and Tigh Bruadar (receptor 23) would experience **Substantial** impacts during the winter of the year of opening since these are situated immediately adjacent to the proposed junction and associated proposed roadside advance direction signage (approximate ch3900) and would also gain a view of the Essangal Underbridge. Impacts would reduce to **Moderate** in the summer 15 years after opening following the establishment of woodland mitigation screen planting on the adjacent proposed cutting (**Mitigation Items P05-LV8 and P05-LV14**).

14.6.22 Strathgroy (receptor 25) would experience **Moderate** impacts during winter of the year of opening as a result of the proposed junction arrangement, associated earthworks and the resultant loss of existing woodland, which would reduce to Slight/Moderate in the summer 15 years after opening following the establishment of woodland mitigation planting (**Mitigation Item P05-LV14**).

14.6.23 East of Aldclune, receptors 12, 14 and 13 (Lettoch, Mains of Orchil and Piper's Croft) would experience Moderate impacts during the winter of the year of opening due to the visibility of the widened road, proposed earthworks, proposed signage at Aldclune junction and the new underbridge (visible from Piper's Croft). However, the level of these impacts would reduce to Slight in the summer 15 years after opening following the establishment of woodland mitigation planting (Mitigation Items P05-LV12, P05-LV14 and P05-LV15).

Photograph 14.12: View from Creag Odhar towards Beinn a'Ghlo, Essangal Bridge, Aldclune and Ben Vrackie



- 14.6.24 Balchroic Cottage (receptor 16) is the only built receptor within the hamlet of Aldclune itself likely to experience a significant impact (**Moderate**) during the winter of the year of opening. This impact would be due to the close proximity of this property to the extensive proposed embankment associated with the northbound widening of the mainline and the introduction of northbound diverge slip road, and also due to the access track associated with the proposed SuDS feature at this location and roadside signage visible at ch2930. The impact would reduce to Slight in the summer after 15 years following the establishment of species rich grassland on the proposed embankment and riparian woodland around the SuDS feature (**Mitigation Items P05-LV8, P05-LV9, P05-LV12 and P05-LV15**).
- 14.6.25 Essangal Cottages (receptor 26) would experience **Moderate** impacts during the winter of the year of opening as a result of the proposed new Essangal Underbridge (immediately adjacent to the retained existing A9 structure crossing of the River Garry) and the introduction of mammal fencing on the east side of the river crossing. The impact would remain **Moderate** in the summer after 15 years due to the limited opportunities for mitigation and since the view of the proposed bridge would remain open (**Mitigation Item P05-LV10**).
- Bridge of Tilt (approx. ch4400-6300) (Figure 14.3b)*
- 14.6.26 The proposed widening of the A9 northbound carriageway, the introduction of the proposed new left in/left out at-grade junction, access road and track and associated large-scale cutting slopes, mammal fencing and loss of existing screening currently provided by woodland planting on the existing A9 cutting slope, would result in a **Substantial** impact during the winter of the year of opening at Glackmore (receptor 57). This impact would reduce to **Moderate** by the summer after 15 years as a result of the establishment of mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.27 Blair Atholl Golf Club House (receptor 37 – refer to Figure 14.12) would experience **Moderate/Substantial** impacts while Ptarmigan House (receptor 35) and Lansdowne (receptor 48), along the southern edge of Bridge of Tilt, would experience **Moderate** impacts during the winter of the year of opening due to the introduction of an extensive proposed cutting associated with the widening of the A9 mainline along the northbound carriageway between ch5400 and ch5800 and the introduction of a new left in/left out at-grade junction (ch5400) and access road and track leading to Glackmore and Shierglas Quarry. These impacts would reduce to **Moderate** for Blair Atholl Golf Club and to Slight/Moderate for Ptarmigan House and Lansdowne in the summer after 15 years, following the establishment of species rich grassland (**Mitigation Item P05-LV18**) and woodland planting to soften the appearance and improve the visual integration of the proposed earthworks (**Mitigation Items P05-LV12, P05-LV15 and P05-LV17**). Numbers 23 and 25, Invertilt Road (receptor 41) would experience **Moderate/Substantial** impacts during the winter of the year of opening due to the introduction of the new left in/left out at-grade junction and access road and track leading to Shierglas Quarry and Glackmore and all associated cuttings along the northbound side of the widened mainline. These impacts would reduce to Slight in the summer 15 years after opening following the establishment of species rich grassland (**Mitigation Item P05-LV18**) and woodland planting, which would soften the

appearance and improve the visual integration of the proposed earthworks (**Mitigation Items P05-LV12, P05-LV15 and P05-LV17**).

- 14.6.28 Lude House (receptor 30), 1 - 6 Ballentoul, Westlea and Annet Cottage (receptor 32), the group of properties on the southern side of the Terrace, from Lauchope House to Invergarry (receptor 33), Arrochar (receptor 34), properties along Golf Course Road (receptor 36), the Holiday Lodges by Blair Atholl Golf Club House (receptor 38) would all experience **Moderate** impacts during the winter of the year of opening due to the introduction of the new left in/left out at-grade junction and access road and track leading to Shierglas Quarry and Glackmore and all associated cuttings along the northbound side of the widened mainline. These impacts would reduce to Slight for receptor 30, 32, 34 and 38 and would reduce to Slight/Moderate for receptors 33 and 36 following the establishment of species rich grassland (**Mitigation Item P05-LV18**) and woodland planting (**Mitigation Items P05-LV12, P05-LV14 and P05-LV15**) which would soften the appearance and improve the visual integration of the proposed earthworks post mitigation.

*Blair Atholl (approx. ch6300-7300) (Figure 14.3b)*

- 14.6.29 Garryside nos. 1, 2, 7, 8 and 9 (receptor 53) and 10-13 (receptor 54) would experience **Moderate** impacts during the winter of the year of opening due to gaining filtered views through intervening trees of the proposed new access road and tracks and left in/left out at-grade junctions on both sides of the mainline with associated earthworks and the northbound widening of the mainline. Garryside nos. 14-17 (receptor 55) would experience **Moderate/Substantial** impacts since there are fewer intervening trees to filter views of the proposed scheme from these properties. These impacts would reduce to Slight for receptor 53, Slight/Negligible for receptor 54 and **Moderate** for receptor 55 in the summer after 15 years following the establishment of mitigation planting which would improve the integration of the proposed scheme. Garrybank Cottage and Bothy (receptor 56) would experience **Substantial** impacts during the winter of the year of opening due to the close proximity of the widened mainline, proposed access road and tracks and large-scale associated earthworks. These impacts would reduce to **Moderate/Substantial** in the summer after 15 years following the establishment of mitigation screen planting (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.30 Receptors 51 (Nos. 2-10 Ford Road, even numbers only), 58 (Nos. 2-26 Tulloch Road (even numbers only)) and 59 (Nos. 11 to 27 Ford Road (odd numbers only) and The Shieling) would experience **Moderate** impacts during the winter of the year of opening due to the proposed cuttings associated with the widening of the mainline along the northbound side and the introduction of proposed adjacent access road and tracks on the rising hillside. These impacts would reduce to Slight for receptors 51 and 59 and Slight/Negligible for receptor 58 following the establishment of mitigation woodland planting (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.31 Receptors 60 - 63 (north of the Highland Main Line railway) would gain filtered views through intervening vegetation of the proposed access road and tracks and cuttings along the northbound side of the widened mainline resulting in **Moderate** impacts during the winter of the year of opening. These impacts would be reduced to Slight in the summer after 15 years following the establishment of mitigation planting to improve the integration of the proposed scheme within the surrounding landscape (**Mitigation Items P05-LV12, P05-LV15 and P05-LV17**).

Photograph 14.13: View towards A9, Blair Atholl and Glen Tilt from the path to Tulach Hill, with the existing A9 in the foreground



*Bruar and Pitagowan (approx. ch9000-12200) (Figure 14.3c)*

- 14.6.32 East of Bruar, **Moderate/Substantial** impacts would be experienced from Pitaldonich (receptor 74) during the winter of the year of opening due to gaining a view of the widened, realigned mainline and associated embankments to the immediate north of this location and of the proposed new River Garry bridge across the River Garry and associated roadside advance direction signage (approximate ch11380). The establishment of individual roadside tree planting (**Mitigation Items P05-LV12, P05-LV14, P05-LV15 and P05-LV17**) would reduce the impact to **Moderate** in the summer after 15 years. **Moderate** impacts would be experienced from Invervack Farm (receptor 68) during the winter of the year of opening due to gaining a view of the widened road surface, mammal fencing, vehicles, the proposed new left in/left out at-grade junction and variable message sign to the north of this property (approximate ch10100). The establishment of individual roadside tree planting (**Mitigation Item P05-LV17**) would reduce the impact to Slight/Moderate in the summer after 15 years. Tomban (receptor 73) would experience **Moderate** impacts during the winter of the year of opening due to the proposed widening of the mainline and associated embankments and roadside advance direction signage (approximate ch10844). These impacts would reduce to Slight in the summer after 15 years following the establishment of roadside tree planting (**Mitigation Item P05-LV17**).
- 14.6.33 Balnastuartach Farm (receptor 67) would experience **Moderate** impact during the winter of the year of opening due to gaining filtered views of the proposed cuttings and embankments, SuDS features and mammal fencing associated with the widened mainline north of this location. This impact would reduce to Slight in the summer after 15 years following the establishment of mitigation planting to help improve the integration of the proposed scheme with the surrounding landscape (**Mitigation Items P05-LV9, P05-LV12 and P05-LV17**).
- 14.6.34 Banvie House (receptor 70), Glebe Steading (receptor 71) and Wester Baluain (receptor 72) would experience **Moderate** impacts during the winter of the year of opening due to the visibility of the widened mainline, proposed new bridge crossing the River Garry and associated embankments as well as a variable message sign and advance direction signs to the south of these properties (approximate ch10100, 10300 and 10840). These impacts would reduce to Slight following the establishment of woodland and individual roadside tree planting (**Mitigation Items P05-LV12 and P05-LV17**).
- 14.6.35 South of Bruar, Tom-na-Cuag (receptor 75) would experience **Moderate** impacts during the winter of the year of opening due to the introduction of the proposed Bruar/Calvine Grade Separated Junction



and all associated embankments across the existing open fields to the north of the property. These impacts would reduce to Slight/Moderate in the summer after 15 years following establishment of grass seeding (**Mitigation Item P05-LV18**) on the graded out embankments which could then potentially be returned to agriculture (**Mitigation Item P05-LV8**) and following the establishment of mixed woodland planting between House of Bruar and the proposed southbound diverge slip road (**Mitigation Items P05-LV14, P05-LV15 and P05-LV17**). House of Bruar (receptor 78 - refer to Figure 14.16) would experience **Moderate** impacts due to the introduction of the proposed Bruar/Calvine Grade Separated Junction. These impacts would reduce to Slight in the summer after 15 years following the establishment of individual trees and woodland screen planting between the House of Bruar car park / B847 and the southbound diverge (**Mitigation Items P05-LV12, P05-LV14, P05-LV15 and P05-LV17**).

- 14.6.36 Properties at Pitagowan likely to experience significant impacts during the winter of the year of opening include The Old Reading Room (receptor 79), The Rowans (receptor 80), Drumbeg (receptor 81), Lochanarda (receptor 82) and 1-4 Sunnybrae Cottages (receptor 85). The Old Reading Room (receptor 79) is the only one of these receptors that would experience a **Substantial** impact due to the closer proximity of this property to the proposed Bruar/Calvine Grade Separated Junction and the open unfiltered views of the widened mainline, slip road and all associated embankments. This impact is likely to reduce to **Moderate** in the summer 15 years after opening following the establishment of woodland planting which would provide screening between the B847 and the southbound diverge (**Mitigation Items P05-LV12, P05-LV14 and P05-LV15**). All other receptors would experience **Moderate** impacts during the winter of the year of opening and Slight/Moderate or Slight impacts in the summer after 15 years since their views of the proposed scheme would be filtered by existing intervening vegetation.

**Photograph 14.14: View from Tulach Hill towards Bruar/Pitagowan**



*Old Struan (approx. ch12200-13100) (Figure 14.3c)*

- 14.6.37 Easter Kindrochet (receptor 76) would gain filtered views through existing garden vegetation of the widened mainline, the proposed northbound merge slip road and access track at the Bruar/Calvine Grade Separated Junction and associated large-scale embankments across the existing agricultural land to the north of the property resulting in **Moderate** impact during the winter of the year of opening. This impact would reduce to Slight/Moderate in the summer after 15 years following the return of these embankments to agriculture (**Mitigation Item P05-LV8**) and following the establishment of replacement mixed woodland as mitigation planting (**Mitigation Items P05-LV12, P05-LV15 and P05-LV17**).
- 14.6.38 The Old Schoolhouse, Blair House and Ar Taigh, Andraigh, Benview & Old Struan Cottage, Elrig House, Struan Farm and Struan Church (receptors 86 – 92) would all experience **Moderate** impacts during the winter of the year of opening as a result of gaining an open view of the large-scale proposed embankments associated with the widened mainline, proposed roadside advance direction

signage (approximate ch12950) and the proposed SuDS feature and associated access track (ch12500–12600) across the existing agricultural land to the north-east of the properties. The embankment proposed along the widened northbound carriageway between the existing railway and B847 underpasses would result in the loss of an existing band of roadside trees. These impacts would reduce to Slight/Moderate in the summer after 15 years (Slight at Struan Church) following establishment of replacement mixed woodland mitigation planting on the embankments (**Mitigation Items P05-LV12, P05-LV14 and P05-LV15**).

**Photograph 14.15: View from minor road in Old Struan towards the A9 crossing the Highland Mainline railway (centre) and the B847 (right)**



*Calvine (approx. ch13200-13600) (Figure 14.3d)*

- 14.6.39 Tigh-Sona (receptor 94) would experience **Substantial** impact during the winter of the year of opening due to the proposed northbound widening of the mainline and the resultant loss of existing northbound roadside conifers. The proposed 2.75m high retaining wall would be visible along the southbound side of the widened mainline and the proposed access track at Tomchitchen would also be visible on the rising hillside to the southbound side of the mainline. These impacts would reduce to **Moderate** in the summer after 15 years following the establishment of replacement roadside screen planting (**Mitigation Items P05-LV12 and P05-LV15**). Tomchitchen (receptor 95) would also experience **Substantial** impacts during the winter of the year of opening as a result of the close proximity of this property to the widened mainline and to the proposed access track at the back of the property. The impact is likely to reduce to **Moderate** in the summer after 15 years following the establishment of roadside planting (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.40 School House (receptor 97) would also experience **Substantial** impact during the winter of the year of opening due to the immediate proximity of the widened mainline and associated cuttings and embankment to the north of this property and the resultant loss of existing roadside trees. The impact is likely to reduce to **Moderate** in the summer 15 years after opening following the establishment of heath and woodland mitigation planting (**Mitigation Items P05-LV12, P05-LV15 and P05-LV17**).
- 14.6.41 The remaining receptors at Calvine (Calvine Farm Cottage (receptor 93), Craigar (receptor 96) and Struan Primary School (receptor 98) would experience **Moderate** impacts during the winter of the year of opening due to the proposed widening of the mainline, proposed roadside advance direction signage (approximate ch13490), the proposed new access track and NMU underpass and all associated earthworks. Struan Primary School would also gain a filtered view of the proposed SuDS feature to the immediate west of Calvine. These impacts would reduce to Slight in the summer after 15 years following the establishment of roadside screen planting (**Mitigation Items P05-LV12 and P05-LV15**).

*Clunes Lodge (approx. ch15900-16200) (Figure 14.3d)*

- 14.6.42 Clunes Cottage (receptor 99), Clunes Lodge (receptor 100) and Clunes Bungalow (receptor 101) would experience **Moderate** impacts during the winter of the year of opening due to gaining filtered views through the intervening trees of the widened mainline and associated traffic, the proposed access track plus proposed mammal fencing. These impacts would reduce to Slight from all three properties in the summer after 15 years following the establishment of mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**).

*Dalnamein (approx. ch19200-20700) (Figure 14.3e)*

- 14.6.43 Dalreoch (receptor 102) would experience **Moderate/Substantial** impact during the winter of the year of opening as a result of the proposed embankment to the south-east of the property, the proposed roadside cuttings and access track cutting through the edge of the existing coniferous woodland on the widened southbound side and due to the proposed mammal fencing along both sides. These impacts would reduce to Slight/Moderate in the summer after 15 years following the establishment of proposed roadside tree planting as mitigation (**Mitigation Items P05-LV12 and P05-LV15**). Dalinturuaine (receptor 103) would experience **Moderate** impact during the winter of the year of opening as a result of these elements of the proposed scheme to the north of this property, plus the two proposed SuDS features to either side of the Allt Anndeir crossing. This impact would reduce to Slight in the summer after 15 years following the establishment of mitigation scrub, coniferous and mixed woodland and riparian woodland planting (adjacent to the proposed SuDS features) (**Mitigation Items P05-LV9, P05-LV12 and P05-LV15**).
- 14.6.44 Dalnamein Lodge (receptor 104) and Keeper's Cottage (receptor 105) would both experience **Moderate** impacts during the winter of the year of opening as a result of the widened mainline, proposed access tracks, associated cuttings and the resultant loss of existing roadside trees. Two proposed SuDS features and the new bridge on the U521 (NCR7 Bridge Realignment) would be visible to the east of the property. These impacts would reduce to Slight/Moderate in the summer after 15 years following the establishment of heath, scrub and riparian woodland mitigation planting (**Mitigation Items P05-LV9, P05-LV13 and P05-LV17**). **Moderate** impact would be likely to be experienced during the winter of the year of opening from the proposed Dalnamein holiday cottages (receptor 106) due to the proposed widening of the mainline along the southbound side of the existing road and due to the introduction of proposed new access track and associated cuttings and underpass. This impact would reduce to Slight/Moderate in the summer after 15 years following the establishment of mitigation planting to soften the visual impact of the cuttings and the proposed access track (**Mitigation Items P05-LV8, P05-LV12 and P05-LV15**). The proposed tree planting associated with the Dalnamein holiday cottages development would also contribute to screening the views of the A9 from this location (**Mitigation Item P05-LV15**).
- 14.6.45 Tigh-na-Coille (receptor 107) would experience a **Moderate** impact during the winter of the year of opening due to the proposed southbound widening of the mainline at this location, the introduction of mammal fencing and due to the introduction of a proposed access track, associated cuttings and underpass to the immediate east of the property. This impact would reduce to Slight/Moderate in the summer after 15 years following the establishment of mitigation planting to soften the visual impact of the cuttings associated with the proposed access track (**Mitigation Items P05-LV8, P05-LV12 and P05-LV15**).

**Photograph 14.16: View from minor road to Trinafour towards A9 and Dalnamein area**



### Outdoor Receptors

#### *General*

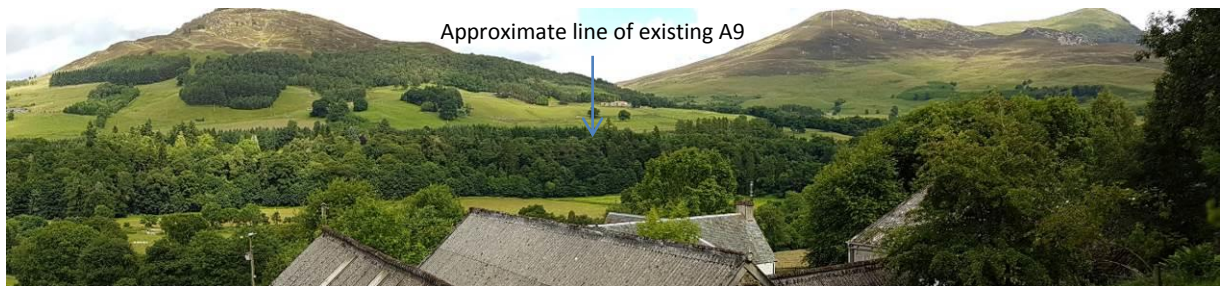
- 14.6.46 The following descriptions summarise the results of the visual impact assessment and highlight the predicted significant (Moderate and above) residual impacts on outdoor receptors. For detailed

information on the impacts, mitigation and residual significance for all assessed receptors refer to Appendix A14.2 (Outdoor Receptors). In general, the greatest impacts would be experienced by the users of elevated recreational routes and those located immediately adjacent to the proposed scheme.

*Killiecrankie and Aldclune (ch700-5000) (Figure 14.4a)*

- 14.6.47 The proposed scheme would be visible from Craig Fonvuick and associated Core Path KCKI/122 (receptor O4 – refer to Photographs 14.2 and 14.17 and Figure 14.8). Walkers would experience **Moderate** impacts during the winter of the year of opening as a result of the proposed widening of the mainline, the introduction of the new Aldclune Grade Separated Junction, the proposed Essangal Underbridge and all associated cuttings and embankments and the resultant loss of existing roadside trees. The proposed roadside advance direction signage would also be visible. The impacts would be reduced to Slight in the summer after 15 years following the establishment of woodland mitigation planting at Aldclune Grade Separated Junction and along the widened mainline where appropriate (**Mitigation Items P05-LV12, P05-LV14 and P05-LV15**).

**Photograph 14.17: Existing view from PKC Core Path KCKI/122 towards Creag Eallaich, Meall an Daimh and Ben Vrackie.**



- 14.6.48 Walkers on the local path from Killiecrankie to Old Faskally House along the eastern bank of Allt Girnaig (receptor O13) would experience **Moderate** impacts during the winter of the year of opening as a result of mainline widening and associated embankments, proposed variable message sign at approximate ch1400 and proposed tourist traffic sign at approximate ch1480, SuDS features, mammal fencing and underpass. The impacts would be reduced to Slight in the summer after 15 years following the establishment of grassland/wildflower meadow (**Mitigation Item P05-LV18**) and mixed woodland (**Mitigation Item P05-LV12**) on the graded out embankments and the establishment of individual trees and riparian woodland planting adjacent to the proposed SuDS features (**Mitigation Items P05-LV9, P05-LV12 and P05-LV17**).
- 14.6.49 The local path from Killiecrankie to Aldclune running adjacent to the existing A9 (receptor O15) would need to be diverted as a result of the mainline widening. A proposed bund would be introduced between the realigned path and the widened mainline between ch1900 - ch2200. Mammal fencing would be erected alongside the new path alignment between ch2100 - 2350. The proposed roadside advance direction signage associated with the widened mainline would also be visible alongside this path. A proposed SuDS feature and associated earthworks would be visible at ch1650. The impact during the winter of the year of opening would be **Moderate** and would reduce to Slight in the summer after 15 years following the establishment of proposed mitigation planting (**Mitigation Items P05-LV9, P05-LV12 and P05-LV15**).

*Blair Atholl (ch3300-13700) (Figure 14.4a-c)*

- 14.6.50 Travellers on the Highland Main Line railway between Aldclune and Blair Atholl (O1B) and travellers on the B8079 including the cyclists on the NCR 7 between Aldclune and Blair Atholl (O2B) would experience **Moderate** impacts during the winter of the year of opening as a result of mainline widening and associated cuttings, SuDS features and local access roads on the southern bank of River Garry and due to the proposed Essangal Underbridge (refer to Figures 14.9 and 14.10) and the introduction of mammal fencing and roadside advance direction signage. The impacts would be reduced to Slight in the summer after 15 years following the establishment of parkland trees and clumps of mixed woodland (**Mitigation Items P05-LV12 and P05-LV15**).

- 14.6.51 Travellers on the Highland Main Line railway between Blair Atholl and Calvine (receptor O1C) would experience **Moderate** impacts during the winter of the year of opening due to mainline widening and associated earthworks plus the resultant loss of existing roadside woodland, the introduction of proposed access tracks, mammal fencing, roadside advance direction signage and the proposed new bridge crossing the River Garry at Pitaldonich. These impacts would reduce to Slight in the summer after 15 years following the establishment of mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.52 Walkers on the local path from Blair Atholl to Essangal bridge along the southern bank of the River Garry (receptor O16) would experience **Substantial** impacts during the winter of the year of opening. Although the majority of the path runs through broadleaved woodland, views of the large scale cuttings, embankments, side roads, widened mainline, 3.4m high retaining wall associated with the Garrybank left in/left out at-grade junction, roadside advance direction signage and adjacent mammal fencing would be available during the winter of the year of opening all along the route. The proposed Essangal Underbridge would be visible (immediately adjacent to the retained existing A9 structure crossing of the River Garry) at the east end of the route. The impacts would be reduced to **Moderate/Substantial** in the summer after 15 years following the establishment of woodland mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**), but would remain significant due to the scale of the cutting visible at close-range from the open part of the path.
- 14.6.53 Recreational users of the Blair Atholl Golf Course (receptor O39 – refer to Photograph 14.18 and Figure 14.12) would experience **Moderate/Substantial** impacts during the winter of the year of opening due to their proximity to the large scale cuttings and introduction of side roads on the southern bank of River Garry, including the proposed access track, left in/left out at-grade junction and associated cuttings leading to Shierglas Quarry and Glackmore. The impacts would be reduced to Slight in the summer after 15 years following the establishment of mitigation planting (**Mitigation Items P05-LV12 and P05-LV15**). Recreational users of Memorial Park and Playing Field (receptor O38 – refer to Figure 14.13) would experience **Moderate** impacts during the winter of the year of opening due to the proposed large-scale cuttings along the northbound side of the widened mainline at the foot of Tulach Hill and the introduction of proposed mammal fencing and new access tracks. These impacts would reduce to Slight in the summer after 15 years following the establishment of mitigation planting to help soften the visual impact of these cuttings and fencing (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.54 Walkers on the Core Path BAST/5 and Right of Way TP24 (receptor O37) and on the paths to Tulach Hill (receptor O34 – refer to Figure 14.15) and Creag Odhar (receptor O36 – refer to Figure 14.11) would experience **Moderate** impacts during the winter of the year of opening as a result of the mainline widening and associated earthworks, the introduction of the new grade separated junctions at Bruar/Calvine and Aldclune, proposed Essangal Underbridge and the associated embankments, side roads, roadside advance direction signage, SuDS features and mammal fencing. In addition, receptor O37 would be affected by the introduction of the new NMU underpass at Garrybank. These impacts would reduce to Slight/Moderate in the summer after 15 years following the establishment of woodland planting at Aldclune Grade Separated Junction and 'Parkland' tree planting to help soften the visual impact of the proposed new cutting at the foot of Tulach Hill (**Mitigation Items P05-LV12, P05-LV14 and P05-LV17**). In addition, natural stone finish would be used at Tulach Hill underpass to help reduce visual impacts on receptor O37 (**Mitigation Item P05-LV10**).

Photograph 14.18: View from Blair Atholl Golf Course towards the A9 on the lower slopes of Creag Odhar



- 14.6.55 Walkers on Core Path BAST/110 from Blair Atholl to Woodend (receptor O22) would experience **Moderate** impacts during the winter of the year of opening as a result of the mainline widening and associated cuttings, embankments, SuDS features, side roads and variable message and advance direction sign on the southern bank of River Garry. The impacts would be reduced to Slight in the summer after 15 years following the establishment of woodland and individual tree planting (**Mitigation Item P05-LV12**).
- 14.6.56 The Core Path BAST/138 from Blair Atholl footbridge to Balnastuartach (receptor O24) would need to be diverted during construction and walkers would experience **Substantial** impacts during the winter of the year of opening as a result of proposed mainline widening along the northbound side of the existing road and extensive associated cuttings, SuDS features, mammal fencing and side roads on the southern bank of River Garry. The impacts would be reduced to **Moderate** in the summer after 15 years following the establishment of parkland trees and clumps of mixed woodland (**Mitigation Items P05-LV12 and P05-LV15**).
- 14.6.57 Walkers on the Core Path BAST/6 - A9 to Loch Bhac via Balnastuartach (O26) and Right of Way TP23 (O27) would experience **Moderate/Substantial** impacts during the winter of the year of opening as a result of the mainline widening and associated embankments, SuDS features, mammal fencing, roadside advance direction signage and side roads on the southern bank of River Garry. Aldclune Grade Separated Junction and the Essangal Underbridge would be visible from some elevated locations along the routes on the eastern slopes and the Bruar/Calvine Grade Separated Junction on the western slopes of the hills. The impacts would be reduced to **Moderate** in the summer after 15 years following the establishment of parkland trees and clumps of mixed woodland (**Mitigation Items P05-LV12, P05-LV14, P05-LV15 and P05-LV17**).
- 14.6.58 Travellers on the B8079/NCR 7 between Blair Atholl and Bruar (receptor O2C) would experience **Moderate** impacts during the winter of the year of opening due to the proposed new bridge crossing the River Garry at Pitaldonich and due to the proposed Bruar/Calvine Grade Separated Junction arrangement and associated large-scale embankments and roadside advance direction signage. These impacts would reduce to Slight in the summer after 15 years following the establishment of mitigation planting (**Mitigation Items P05-LV12, P05-LV14 and P05-LV15**) and the return of the embankments to agriculture (**Mitigation Item P05-LV8**).

*Bruar/Pitagowan area (ch9300-22300) (Figure 14.4c-d)*

- 14.6.59 Walkers on the local path along the southern bank of the River Garry to Pitaldonich Bridge (receptor O28) and Core Path BAST/124 from Old Struan (receptor O29 – refer to Figure 14.17) would experience **Moderate/Substantial** impacts during the winter of the year of opening as a result of the

introduction of the Bruar/Calvine Grade Separated Junction, the new River Garry crossing at Pitaldonich bridge and associated earthworks, SuDS features, mammal fencing, side roads and roadside advance direction signage. The impacts would reduce to **Moderate** in the summer after 15 years following the establishment of broadleaf, mixed and riparian woodland and individual tree planting (**Mitigation Items P05-LV12, P05-LV14, P05-LV15 and P05-LV17**).

- 14.6.60 Walkers on the local path east of Bruar (receptor O35) would experience **Moderate/Substantial** impacts during the winter of the year of opening as a result of the mainline widening and associated cuttings, SuDS features, mammal fencing, roadside advance direction signage and side roads on the southern bank of River Garry. Impacts would remain at **Moderate/Substantial** in the summer after 15 years following the establishment of individual trees, mixed and riparian woodland as mitigation planting (**Mitigation Items P05-LV12, P05-LV14 and P05-LV17**) due to the immediate proximity of the Bruar/Calvine Grade Separated junction and associated earthworks and the proposed new bridge structure at Pitaldonich.
- 14.6.61 People using the House of Bruar car park (receptor O41 – refer to Photograph 14.6 and Figure 14.16) would experience **Moderate** impacts during the winter of the year of opening as a result of the mainline widening and introduction of the Bruar/Calvine Grade Separated Junction and associated roadside signage. The impacts would be reduced to Slight/Moderate in the summer after 15 years following the establishment of vegetation on the graded out earthworks (**Mitigation Items P05-LV8, P05-LV12, P05-LV14 and P05-LV17**).
- 14.6.62 Walkers on the Core Path BAST/8 from Calvine to Glen Bruar (receptor O31) would experience **Moderate/Substantial** impacts during the winter of the year of opening as a result of mainline widening and associated earthworks, roadside advance direction signage, SuDS features and side roads. The impacts would reduce to Slight/Moderate in the summer after 15 years following the establishment of mixed woodland, heath and scrub mitigation planting (**Mitigation Items P05-LV12, P05-LV13 and P05-LV17**).
- 14.6.63 Travellers on the NCR7 and B847 from Bruar to Calvine (receptor O32 – refer to Figure 14.17) would experience **Moderate** impacts during the winter of the year of opening as a result of the mainline widening and associated embankments, SuDS features, side roads and roadside advance direction signage on the northern bank of River Garry. The impacts would reduce to Slight in the summer after 15 years following the establishment of mixed woodland mitigation planting (**Mitigation Items P05-LV12, P05-LV14, P05-LV15 and P05-LV17**).
- 14.6.64 Walkers on General Wade's Military Road and the local path from Falls of Bruar to West of Clunes Lodge (receptor O30) would experience **Moderate** impacts during the winter of the year of opening as a result of the mainline widening and associated earthworks, SuDS features, side roads and roadside advance direction signage. The impacts would reduce to Slight in the summer after 15 years following the establishment of mitigation woodland planting (**Mitigation Item P05-LV12**).
- 14.6.65 Walkers to Struan Point and on Core Path BAST/136 (receptor O33 – refer to Figure 14.19) would experience **Moderate** impacts during the winter of the year of opening as a result of the introduction of Bruar/Calvine Grade Separated Junction, new Pitaldonich bridge and associated earthworks, SuDS features, side roads and roadside advance direction signage. Bruar/Calvine Grade Separated Junction would be visible from the majority of the route of this core path. The impacts would reduce to Slight/Moderate following the establishment of mixed woodland, scrub, riparian and individual tree mitigation planting (**Mitigation Items P05-LV12, P05-LV14, P05-LV15 and P05-LV17**).
- 14.6.66 Travellers on the NCR 7, Core Path BAST/125 and the U521 Calvine to Dalnacardoch local road (receptor O43 – refer to Photograph 14.19) would experience **Substantial** impacts during the winter of the year of opening as a result of the mainline widening and associated cuttings, SuDS features and side roads on the southern bank of River Garry. Proposed mammal fencing would also be visible alongside the widened mainline at Crom Bhruthach, Dalreoch and at the northernmost end of the proposed scheme. The impacts would be reduced to **Moderate** in the summer after 15 years following the establishment of mitigation woodland planting (**Mitigation Items P05-LV12 and P05-LV15**).

Photograph 14.19: View from NCR 7, Core Path BAST/125 and minor road from Calvine to Dalnacardoch



- 14.6.67 Walkers on the local path north of Tigh-na-Coille (receptor O44) would experience **Moderate** impacts during the winter of the year of opening due to the proposed widening of the mainline, the introduction of the proposed Dalnamein Forest Access Tracks, associated left-in left-out junction (ch20200) and underpass (ch20500) plus all associated earthworks. The impacts would reduce to Slight in the summer after 15 years following the establishment of heath, scrub and mixed woodland as mitigation planting (**Mitigation Items P05-LV12, P05-LV13, P05-LV15 and P05-LV17**).

## 14.7 Statement of Significance

- 14.7.1 This section provides a summary of the DMRB Stage 3 visual assessment of impacts for the proposed scheme taking into account the proposed mitigation measures incorporated in the design (e.g. alignment, design elements, grading out of earthworks), in addition to the mitigation measures described in Section 13.5 of Chapter 13 (Landscape).
- 14.7.2 The DMRB Stage 3 visual assessment has identified a number of likely impacts associated with the proposed scheme, as shown in Table 1 in Appendices A14.1 and A14.2 respectively. Potentially significant (Moderate and above) impacts on visual receptors, in the context of the EIA Regulations, associated with proposed scheme during construction and operation are indicated in Tables 14.6 and 14.7.

Table 14.6: Summary of Residual Impacts during Construction (Moderate and above)

Receptor Type	Total No. of Receptors and %	Construction Impact Significance			Total Significant Impacts
		Substantial	Moderate/ Substantial	Moderate	
Built	107	9	12	56	77
	100%	8%	11%	52%	71%
Outdoor	52	3	8	17	28
	100%	6%	15%	33%	54%



**Table 14.7: Summary of Residual Impacts during Operation (Moderate and above)**

Receptor Type	Total No. of Receptors and %	Operational Impact Significance						Total Significant Impacts	
		Substantial		Moderate/ Substantial		Moderate		Winter of the Year of Opening	Summer 15 Years after opening
		Winter of the Year of Opening	Summer 15 Years after Opening	Winter of the Year of Opening	Summer 15 Years after Opening	Winter of the Year of Opening	Summer 15 Years after Opening		
Built	107	7	0	8	1	59	13	74	14
	100%	7%	0	7%	1%	55%	12%	69%	13%
Outdoor	52	3	0	7	2	17	6	27	8
	100%	6%	0	13%	4%	33%	12%	52%	15%

- 14.7.3 People's views at approximately 77 built receptor locations (71%) and 28 outdoor receptor locations (54%) would be significantly affected during the construction phase of the proposed scheme, however, these impacts would be temporary (ranging in duration from under one month to potentially 37 months).
- 14.7.4 People's views at approximately 74 built receptor locations (69%) and 27 outdoor receptor locations (52%) would be significantly affected during the winter of the year of opening of the proposed scheme.
- 14.7.5 By the summer, 15 years after the proposed scheme opening, mitigation mostly in the form of new woodland, scrub and individual tree planting as well as grass and heath establishment would reduce the total number of significant adverse impacts on views from built receptor locations to 14 (13%) as indicated in Table 14.8. For outdoor receptor locations, the total would reduce to eight (15%) as indicated in Table 14.9.

**Table 14.8: Summary of Significant Impacts on Built Receptors in Summer 15 Years after Opening (Moderate and above)**

Built Receptor No.	Receptor Name	Type (dw=dwelling, c=commercial)	Impact in Summer 15 Years after Opening
7	Croftcarnoch	dw	Moderate
22	Clunebeg Farmhouse	dw	Moderate
23	Clunebeg Bungalow and Tigh Bruadar	dw	Moderate
24	Clunemore	dw	Moderate
26	Essangal Cottages	dw	Moderate
37	Blair Atholl Golf Club House	c	Moderate
55	Nos. 14-17 Garryside	dw	Moderate
56	Garrybank Cottage and Bothy	dw + c	Moderate/Substantial
57	Glackmore	dw	Moderate
74	Pitaldonich	dw	Moderate
79	The Old Reading Room, Pitagowan	dw	Moderate
94	Tigh-Sona	dw	Moderate
95	Tomchitchen	dw	Moderate
97	School House, Calvine	dw	Moderate

**Table 14.9: Summary of Significant Impacts on Outdoor Receptors in Summer 15 Years after Opening (Moderate and above)**

Outdoor Receptor No.	Receptor Name	Type (f=footpath, c=cycleway, r=road)	Impact in Summer 15 Years after Opening
O16	Local path from Blair Atholl to Essangal Bridge	f	<b>Moderate/Substantial</b>
O24	Core Path BAST/138 - Blair Atholl footbridge to Balnastuartach	f	<b>Moderate</b>
O26	Core Path BAST/6 - A9 to Loch Bhac via Balnansteurtach	f	<b>Moderate</b>
O27	Right of Way TP23	f	<b>Moderate</b>
O28	Local path along River Garry to Pitaldonich Bridge	f	<b>Moderate</b>
O29	Core Path BAST/124 - Old road, from Old Struan east to A9 bridge over River Garry	f, r	<b>Moderate</b>
O35	Local path south and east of Bruar	f	<b>Moderate/Substantial</b>
O43	NCR 7, Core Path BAST /125 and U521 Calvine to Dalnacardoch local road	f, c, r	<b>Moderate</b>

## 14.8 References

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